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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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SUBJECT	Communications and Transportation Facilities in Rubeshnoye	DATE DISTR.	2 April 1954
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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2. Rubeshnoye is located at N 49-01, E 38-23.
On page 5, paragraph 19, Moskvitch should read Moskvich.

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STATE	#x	ARMY	#x	NAVY	#x	AIR	#x	FBI		AEC				
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COMMUNICATIONS

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1. The telephone and telegraph center for the town of Rubeshnoye was located in the post office building. There were no other branches of the telephone exchange anywhere in the city. Whether there were such exchanges outside of the town of Rubeshnoye is unknown to us.
 2. There was a small switchboard located in the building, which handled all local and possibly long distance calls.
 3. There was a local telephone system in Rubeshnoye which was channeled through the exchange mentioned above. The system was an antiquated one with no automatic dial system, but an old type of crank arrangement. If a phone call was to be made the exchange would be contacted, and the desired number reached through it.
- There were no public telephone booths in Rubeshnoye, and anyone desiring to make a phone

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call had to go to the telephone exchange and use one of their phones. Generally speaking the only places where telephone installations were made were in official agencies, offices of key personnel, and in private homes of VIPs. [redacted] whether it was possible for private persons to make long distance phone calls.

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4. [redacted] it was possible to reach a long distance operator by using any local telephone instrument. [redacted] several [redacted] Soviet chiefs had done this in connection with official business. According to these Soviets, the procedure was first to contact the local operator, who would route the call through the city of Liskhinastroy, about 10 kms southeast of Rubeshnoye and then to Moscow, [redacted]

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5. The connection with the above named neighboring town was accomplished in a very few minutes, but certainly not as rapidly as would be accomplished with an automatic system. [redacted] what the monetary rates were for any type of call. Although the German specialists were allowed to use the telegraph facilities, [redacted] do not know what the rates were.

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6. The telegraph and telephone lines were all overhead lines, and [redacted] no lines which were installed underground.

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RADIOS AND RADIO STATIONS

7. [redacted] the exact location, but about 1½ kms southeast of Rubeshnoye was a small barbed wire enclosed area, which was rumored to be a small ammunition dump. The area was about 100m x 40m, in the middle of which stood two steel masts on the top of which a plain wire antenna was stretched. The masts resembling ship masts stood about 90 - 100m apart. [redacted] no more information on this subject.
8. Just before [redacted] May 1951, four types of radio sets of Soviet manufacture were available to the public in prices ranging between 300 - 1500 rubles. All sets except the least expensive had a short wave band. The "Record", which cost about 500 rubles, had three multiple purpose tubes (pentodes), and one rectifier for 110/220 V. The most expensive sets had an automatic volume control.
9. The hobby of radio building was quite popular among the younger people of the town of Rubeshnoye, and the book stores which had technical literature on radio building available were always filled with youngsters interested in this hobby. There was a law however, that made it imperative for all radios to be registered when home built. The registration took place also at the telephone and telegraph exchange.

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10. The purchase of spare parts and tubes was possible in the various state owned stores and the bazaar. There never seemed to be any shortages of this commodity. [] how wide spread the use of radios was among the population, but the price of 500 rubles for the "Record" radio was very reasonable for the wage standard of the Soviet workers in Rubeshnoye. 50X1-HUM
11. [] an official announcement or law which specifically prohibited listening to foreign broadcasts, and [] anyone being apprehended for this practice. [] 50X1-HUM
[] it was safe to assume that those who had radios were exposed to foreign broadcasts. As a matter of fact, many [] Soviet co-workers listened to [] as was discovered from casual conversations with them. This of course was kept strictly secret, and no mention was ever made when it was thought that willing ears could overhear their conversations. 50X1-HUM
12. There was one central public address system in the town of Rubeshnoye (location unknown) which was apparently controlled from the telephone and telegraph exchange. There were several loudspeakers in open public places, and also a possibility of a connection in homes. 50X1-HUM
13. [] any jamming on any wave length in the radios in Rubeshnoye, and if there was such a procedure in force, it never became obvious. Radio reception was poor before 2200 hours because of the general widespread use of the electrical system, but never such that it was not possible to hear long or short wave broadcasts. 50X1-HUM

TRANSPORTATIONRailroads

14. [] from Germany [] route of travel was from Wolfen in Germany to Rubeshnoye, through Brest, Smolensk and Moscow. In Brest the Soviet rail gauge tracks began and [] transferred from one train onto a Soviet type. There were no other gauge changes between Brest and Rubeshnoye. From Brest to Moscow the line was double tracked, and not electrified, as was the line from Moscow to Rubeshnoye. Throughout the trip to and from Rubeshnoye [] very little of the train system itself, [] 50X1-HUM
[] There were numerous stops along the way because of many broken sections of lines, and it seemed that every 50-60 kms. [] stopped for as long as three hours. Construction gangs were a common sight and most of them were probably prisoners of war or slave laborers. [] 50X1-HUM
one thing [] in Rubeshnoye, however, [] 50X1-HUM
[] The road bed was not covered with crushed rock, but the ties were laid on hard packed dirt. 50X1-HUM

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The ties themselves looked as if they were of pine or some other light colored wood, and were not treated with tar. When a track was laid, the rails were fastened onto the ties upon a flat car, and the whole completed section was laid onto the road bed, not individually, as [redacted] done in Germany. The rails themselves were fastened to the ties with large screw type bolts. [redacted] never saw a diesel engine [redacted] in the USSR, and do not know where they operated. [redacted] in May 1951, [redacted] taken along another route via Kharkov, the southern route. From Rubeshnoye all the way to Brest, the line was double tracked and in good condition. There were few stops, and these were of a short duration.

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13. [redacted] at Brest, [redacted] another item which may be of interest. German tank cars which arrived from the interior of Germany were not transloaded, but after some adjustment in the undercarriage, continued on their way on Soviet rail gauge tracks. [redacted]

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[redacted] adjustments were made, but when these cars continued on their way on the Soviet rail gauge tracks, they rode on only about half of the Soviet rail gauge rails. [redacted] never noticed any building of what would seem like electrical lines anywhere along our route into the USSR.

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16. All the locomotives [redacted] seen in the USSR were in good operating order and were clean and almost new looking. The rest of the rolling stock was in battered and dirty condition as evidenced by the type of cars [redacted] on my trip in and out of the USSR. [redacted]

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[redacted] It seemed that all freight trains were always full of free riders, giving one the impression that there were no passenger trains available. This practice resulted in many fatal accidents to these riders. After 1949 the government took strict measures against riding the rails, and anyone caught would be immediately arrested. [redacted]

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[redacted] The passenger cars [redacted] to and from the USSR, were of the pre-World War I vintage, and were in a bad state of repair. There was no central heating and heat was obtained from a coal or wood burner placed in the middle of the car. Most of the cars were without running water, necessitating the extraction of hot water from the locomotive for washing and cooking purposes. The only luxury cars [redacted] were of German make which were being routed from Brest, but where they went from there, [redacted]

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[redacted] Hot water was also made available at stations for a nominal fee.

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17. [redacted] there were diners and all modern facilities aboard express trains travelling between large cities. 50X1-HUM

HIGHWAYS

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18. [redacted] All roads in and around this area were unsurfaced, hard packed, dirt roads. The only surfacing was in the town itself, and this was a rough type of cobblestone. Most roads were level, not built up, with no shoulders, and about 5m wide. [redacted] fully loaded three and five ton trucks used them without difficulty. There was no new road construction going on anywhere in or near Rubeshnoye, but repair crews worked diligently in the late spring repairing the winter and early spring damage. Generally the roads were full of deep holes which sometimes reached a depth of one meter. 50X1-HUM
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19. The state of vehicles in Rubeshnoye was as bad as the roads; they were badly worn and in a poor state of repair. The only trucks [redacted] were of the two and one half - three ton class. The majority were three ton. They were either old Studebakers or ancient Soviet models. These vehicles were all crank started and were held together literally with string and bailing wire. Rubeshnoye was also the happy owner of two very old model busses. One was a Soviet model for 14 passengers and the other a German make for 25 passengers. These two busses ran a shuttle between Rubeshnoye and a small town north east for workers employed at the Khimkombinat. In addition to the truck vehicles, there were also two or three "Moskvitchs" in this town for the use of the Director of the plant and key personnel. These were hand started cars. [redacted] how many trucks and passenger cars there were all in all, [redacted] the system of licence plate numbering. Motor-cycles were almost unheard of here, the only one or two which did exist were very old and noisy models. Bicycles were becoming more numerous in the town of Rubeshnoye [redacted] in 1951, and these were the pride of all who were fortunate enough to own one. Where the bicycles were purchased, [redacted] The only repair shop and filling station in or around Rubeshnoye was in the Khimkombinat grounds and was owned and operated by this plant. Indeed the most common means of transportation was the common wagon or cart. These were seen in great numbers far outnumbering the motor vehicles. 50X1-HUM
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20. Most of the traffic in this area was freight, and practically all was motorized. The Soviets used motor vehicles to transport everything, for some reason not relying on rail transportation at all, or at least not noticeably so. [redacted] 50X1-HUM

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